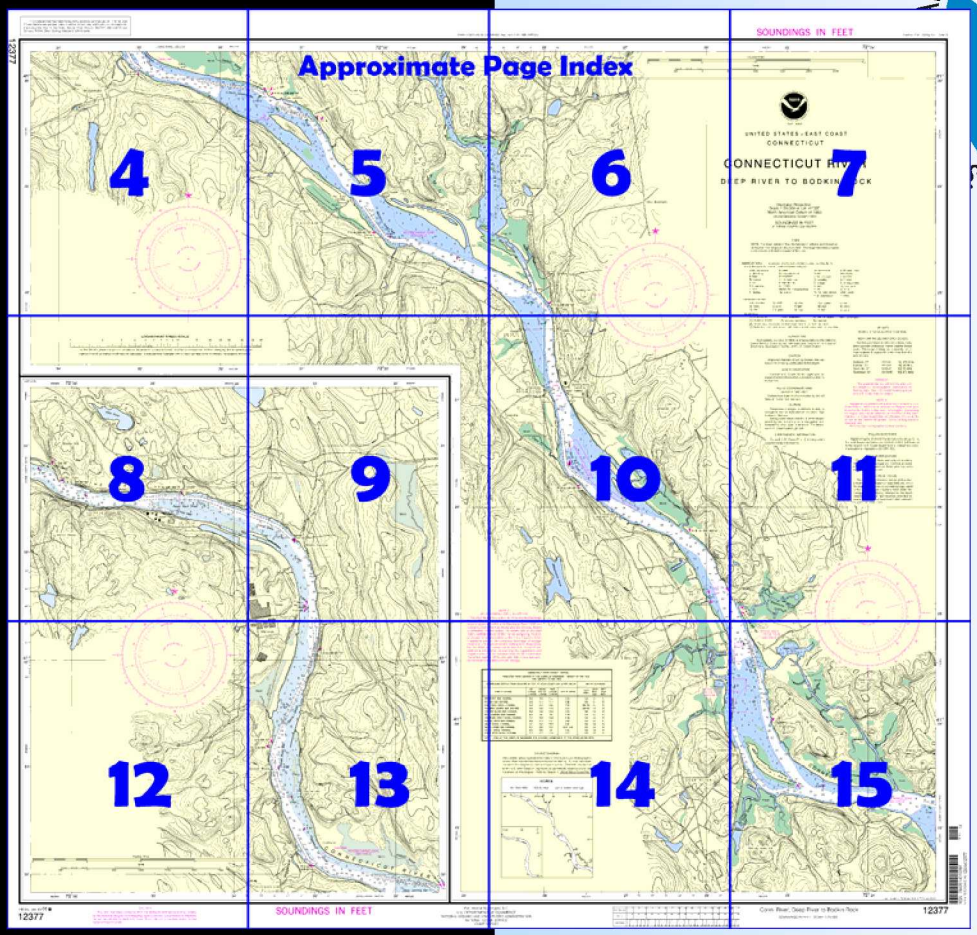
BookletChart™

Connecticut River - Deep River to Bodkin Rock

(NOAA Chart 12377)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

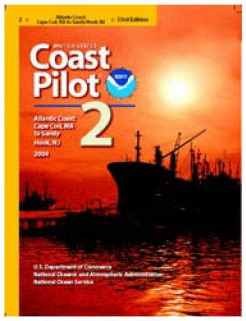
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 8 excerpts]

(111) **Connecticut River** rises in the extreme northern part of New Hampshire, near the Canadian border, and flows southerly between the States of Vermont and New Hampshire and across Massachusetts and Connecticut to Long Island Sound. It is approximately 375 miles long and is one of the largest and most important rivers in New England. The head of commercial navigation is at Hartford, about 45 miles from the mouth.

(114) A Federal project for Connecticut River provides for a 15-foot jettied entrance channel and 15-foot dredged cuts across the bars to Hartford, 45 miles above the entrance.

(119) In March 1976, obstructions were reported in the channel at the railroad bascule bridge 3 miles above the mouth of the Connecticut River; a least depth of 13 feet is reported in the channel in area 40 to 50 feet from the east abutment of the bridge. Mariners requiring greater depths are advised to avoid this area of the channel during passages.

(120) Several drawbridges and fixed bridges cross Connecticut River between the entrance and Hartford. The distance above the mouth, type, and clearance of each bridge follows: 3 miles, Amtrak railroad with bascule span, 19 feet; 3.5 miles, Raymond E. Baldwin (IS 95) Bridge, fixed highway, 81 feet; 14.6 miles, State Route 82 highway with swing span at East Haddam, 22 feet; 27.8 miles, ConRail railroad with swing span at Middletown, 25 feet; 32.2 miles, Arrigoni Bridge (State Route 66), fixed highway, 89 feet; 41.2 miles, Wm. H. Putnam Bridge (State Route 3), fixed highway near Wethersfield, 80 feet over main channel; 44 miles, **Charter Oak Bridge (U.S. 5/State Route 15),** a fixed highway bridge at Hartford, 69 feet for a width of 215 feet; 44.9 miles, Founders Bridge, fixed highway, 49 feet; 45.2 miles, Bulkeley Bridge (I-84), fixed highway, 39 feet; and 46 miles, Conrail fixed railroad, 28 feet. The bridgetender of the Amtrak bascule railroad bridge at mile 3 monitors VHF-FM channel 13; call sign KT-5414. Vessels requesting the opening of this bridge are cautioned to confirm by radiotelephone that the bascule span is safely raised and stabilized before making passage. The bridgetender of the highway swing bridge at East Haddam at mile 14.6 monitors VHF-FM channel 13; call sign KXR-913.

(123) At the entrance the currents have considerable velocity at times and always require careful attention, as the tidal current of the sound often sets directly across the direction of the current setting out or in between jetties. This condition is reported to be especially dangerous during the first 3 hours of ebb tide.

(124) During the ebb, a strong current runs from the Lyme Landing toward the center of the railroad bridge. Towboats with vessels in tow should steer for the east pier of the draw and should not swing out for the draw until almost in it, to avoid being set to the west side of the channel. Because of river discharge, the ebb current usually will be considerably stronger than the flood. Ebb current velocities of 1 knot or more have been observed under normal conditions on the bars in Connecticut River between Higganum and Hartford; the velocities of the flood currents are much less.

(125) **Freshets** occur principally in the spring, when the snow is melting, although occasional floods have occurred in every month of the year except July and September. At Hartford the usual rise due to spring freshets is between 16 and 24 feet. The highest freshets are generally of short duration, but the period during which the river at Hartford is at the level of 8 feet or more above mean low water averages nearly 2 months of each year. Below Middletown the height of the crest of a freshet decreases rapidly. At the mouth the variation in water level is due to the tides.

(155) In July 1981, it was reported that depths of 15 feet could be carried to the facilities on Pratt Creek and in March 1990, depths to 5 feet were reported to the facilities in Chester Creek. A rock, covered 3 feet, is on the south side of the entrance to Chester Creek in about 41°24'24.1"N., 72°25'46.6"W.

(156) There are several small-craft facilities on Pratt Creek and Chester Creek. Lifts to 25 tons, berths, electricity, gasoline, water, ice, storage, marine supplies, launching ramp, and complete hull and engine repairs are available in the area.

(158) The Chester-Hadlyme vehicular ferry crosses the river near **Fort Hill**, 2 miles above Eustasia Island. The ferry operates from April through November.

(160) A marina is on the west side of the river just above the swing bridge between East Haddam and **Tylerville.** Limited guest berths, limited marine supplies, electricity, water, and ice are available. In March 1990, a reported depth of 5 feet was available in the marina basin.

(162) **Salmon Cove**, on the east side of the river, 1 mile above East Haddam, is reported to be navigable only by small craft at high tide. The entrance to the cove is subject to shoaling. Considerable grass in the channel and cove makes boat operation difficult.

(164) A small-craft facility is on the west side of the river about 1.1 miles above East Haddam.

Table of Selected Chart Notes

TH

HEIGHTS
Heights in feet above Mean High Water.

PLANE COORDINATE GRID
(based on NAD 1927)

Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.40 MHz
Montville, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AUTHORITIES
Hydrography (surveys of 1969) and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

TIDES
NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS
(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CONNECTICUT RIVER CHANNEL DEPTHS

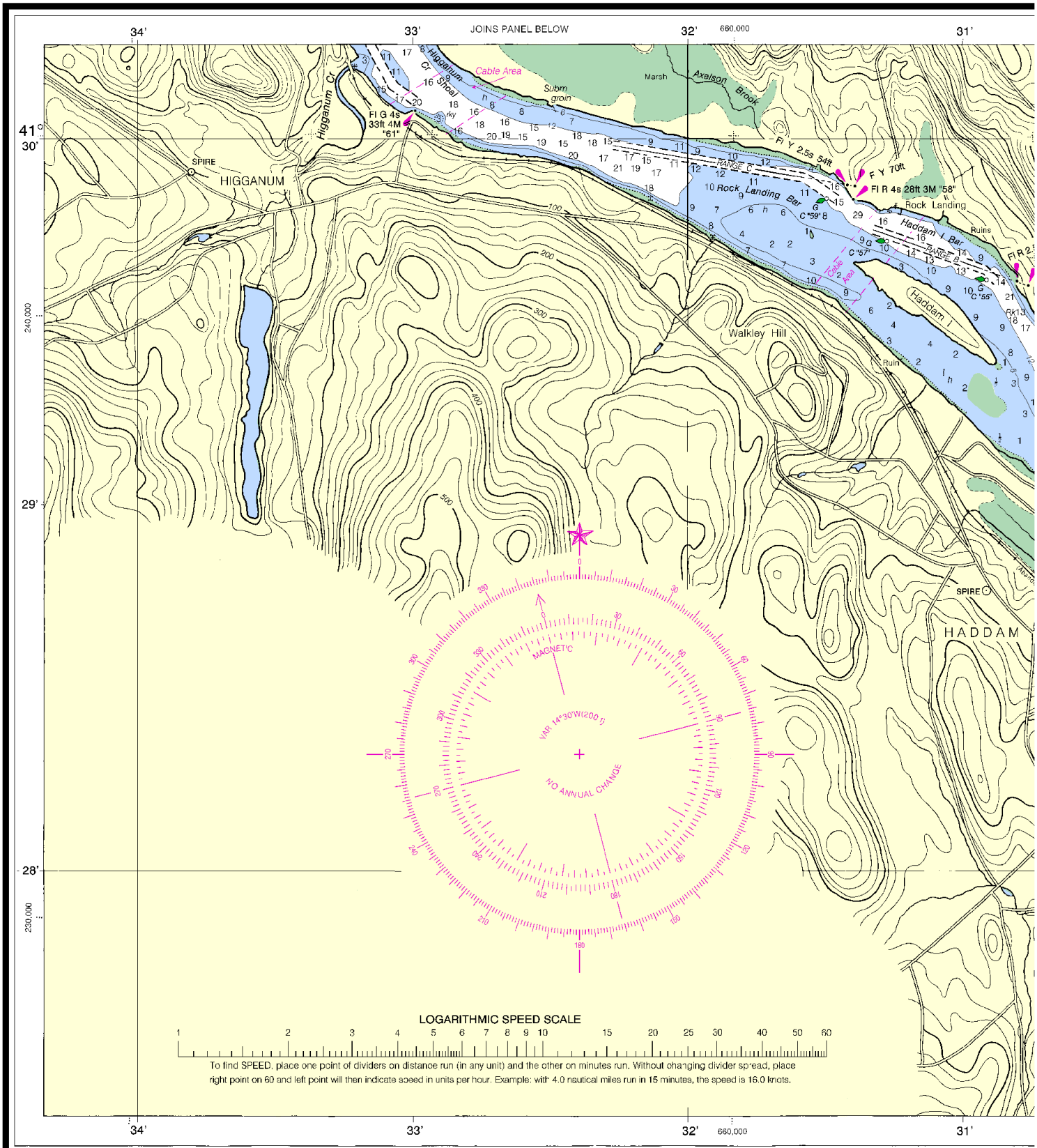
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005 AND SURVEYS TO NOV 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BROCKWAY BAR CHANNEL	10.4	10.9	11.5	3-99	150	0.4	15
POTASH BAR CHANNEL	10.9	11.1	11.1	3-99	150	0.4	15
EDDY ROCK SHOAL CHANNEL	13.2	12.1	12.0	3-99	200-150	0.4	15
WARNERS QUARRY BAR CHANNEL	13.6	12.6	11.9	3-02	200-150	0.5	15
HADDAM ISLAND BAR CHANNEL	15.5	14.5	10.4	3-02	150	0.3	15
ROCK LANDING BAR CHANNEL	10.0	9.6	9.6	11-04	150	0.5	15
HIGGANUM CREEK SHOAL CHANNEL	11.7	10.8	10.4	11-04	150	0.3	15
SCOVILL ROCK BAR CHANNEL	10.3	11.1	11.7	3-02	150	0.4	15
SEARS SHOAL CHANNEL	6.7	10.2	10.9	3-02	150	0.5	15
SEARS UPPER BAR CHANNEL	12.7	12.9	13.5	12-97, 3-02	150	0.5	15
COBALT SHOAL CHANNEL	16.3	13.8	5.2	3-02	150	0.9	15
PAPER ROCK SHOAL CHANNEL	12.5	12.7	11.9	3-02	150	0.5	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

12377



Joins page 8

KAP 2158

4

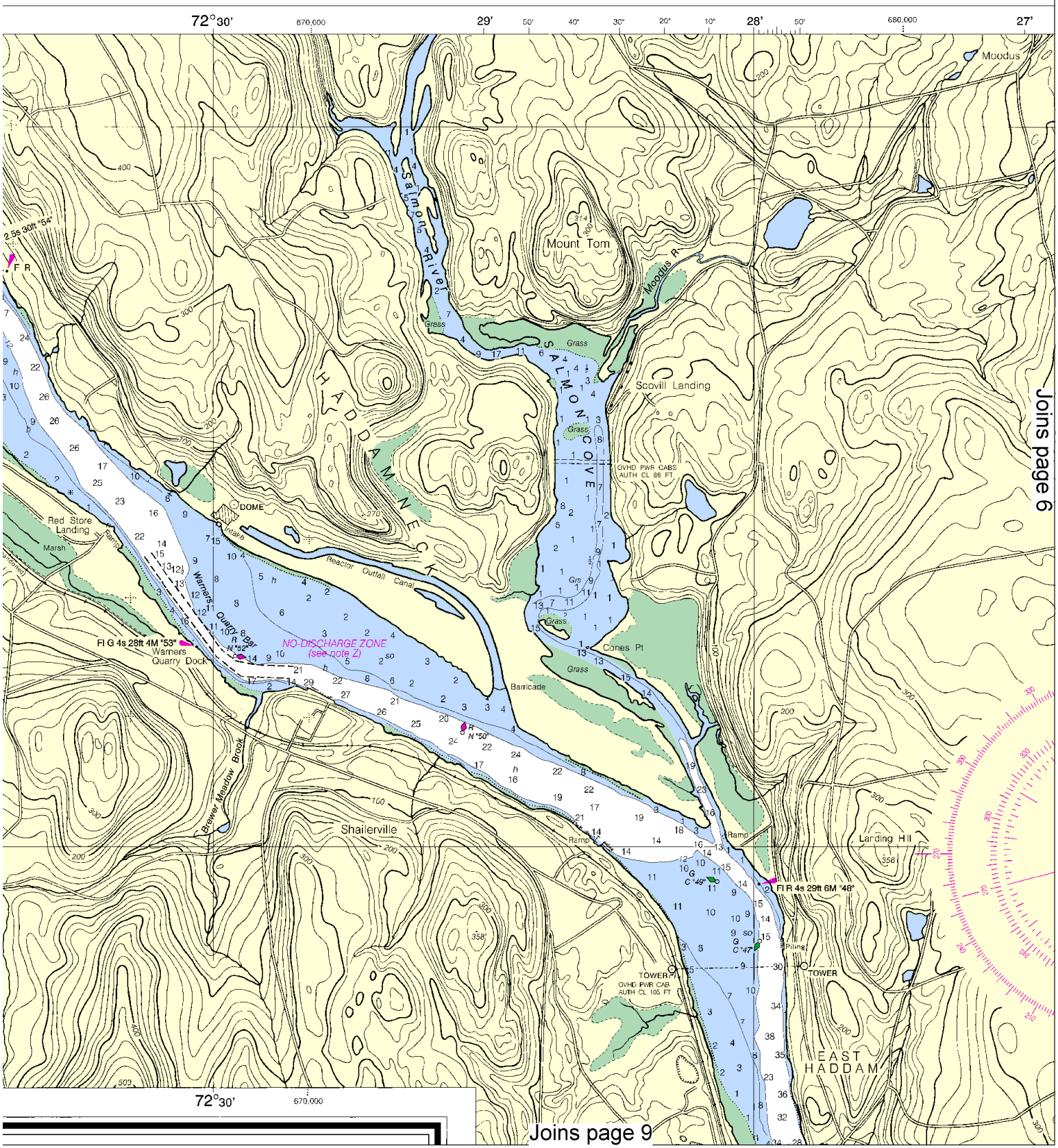
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

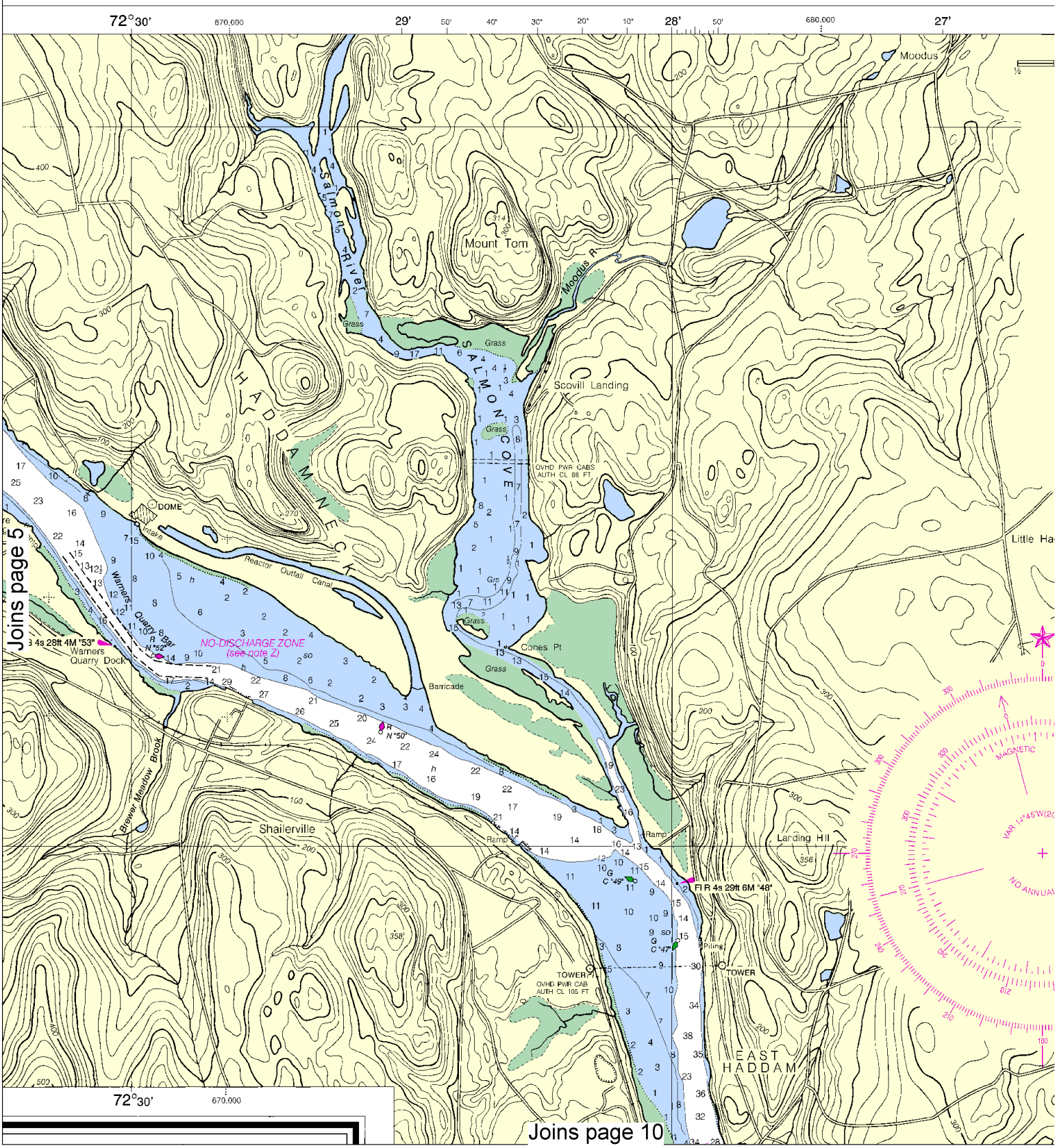
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Formerly C&GS 266 1st Combined Ed., Aug. 1954 C-1947-689 KAPP 2157



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 266 1st Combined Ed., Aug. 1954 C-1947-689 KAPP 2157



North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

SOUNDINGS IN FEET

26' 690,000 25' 72°24'

Nautical Miles
0 ½ 1 1½

Yards
500 0 500 1000 1500 2000 2500

41° 30'

240,000

29'

28'

230,000

UNITED STATES – EAST COAST

CONNECTICUT

CONNECTICUT RIVER

DEEP RIVER TO BODKIN ROCK

Haddam

Mercator Projection
Scale 1:20,000 at Lat. 41°28'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDES

NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	R< rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

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Hydrography (surveys of 1969) and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

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NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

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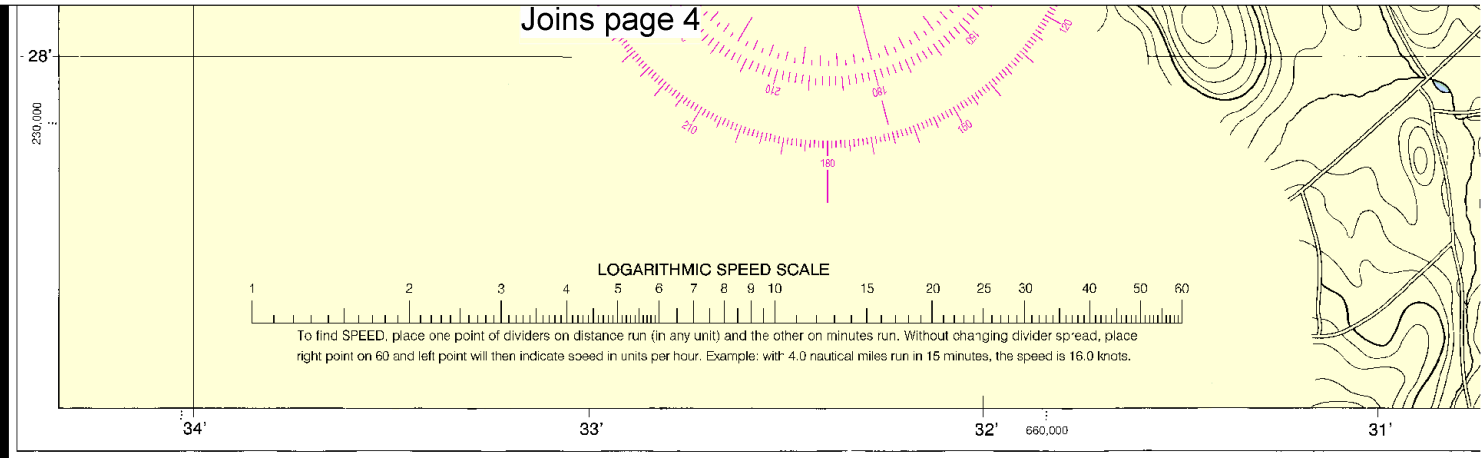
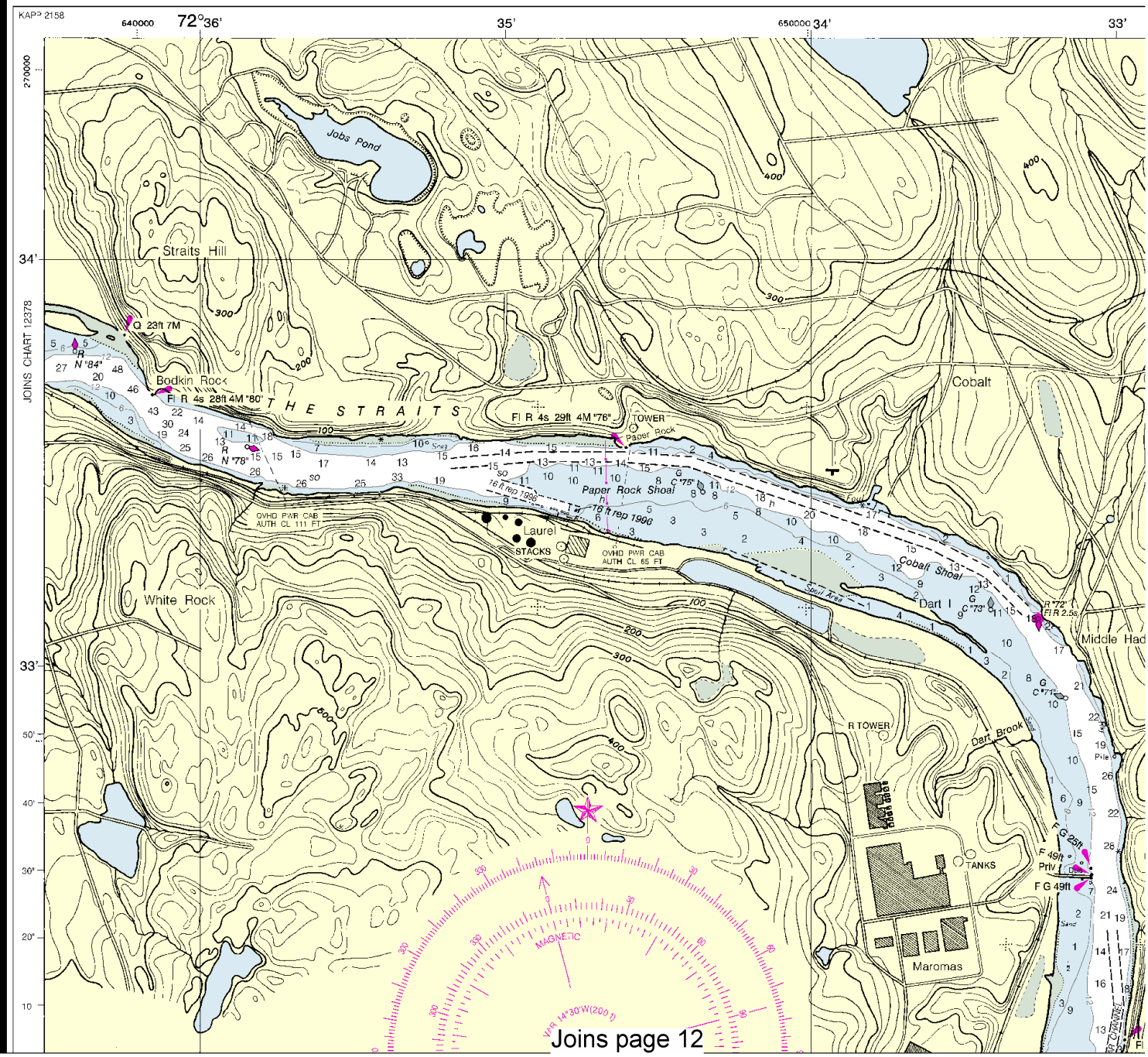
Joins page 11

WARNING

Joins page 4





Joins page 12

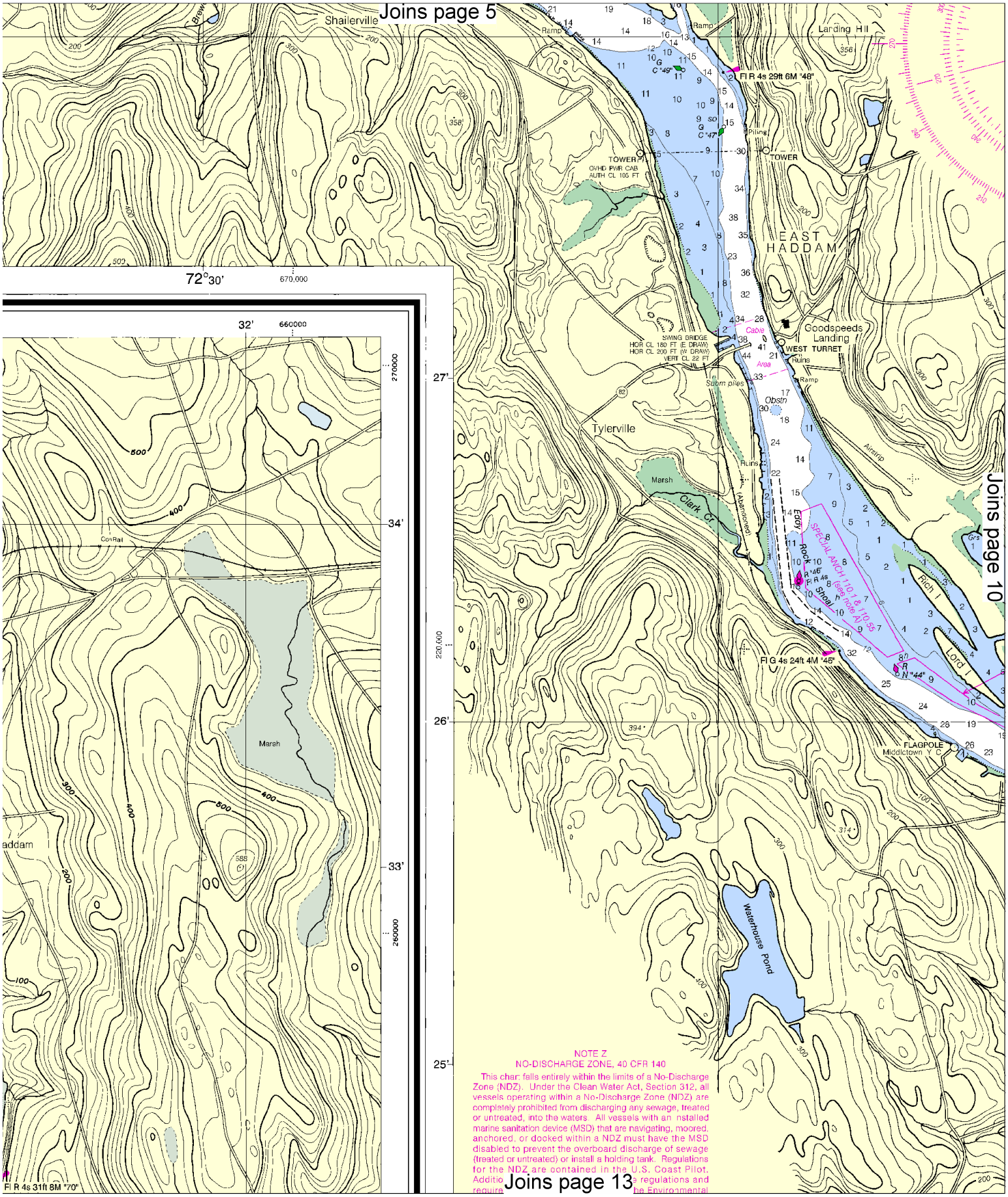
8

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Shailerville
Landing Hill
Ramp
Fl R 4s 29ft 6M "48"
TOWER
OVHD PWR CAB
AUTH CL 105 FT
TOWER
Piling
EAST
HADDAM
72°30'
670,000
32'
660000
SWING BRIDGE
HOR CL 180 FT (E DRAW)
HOR CL 200 FT (W DRAW)
VERT CL 22 FT
Cable
Area
Goodspeeds
Landing
WEST TURRET
Ruins
Ramp
Stone piles
Obstn
Tylerville
Marsh
Clark Cr
(Abandoned)
Ruins
Airstrip
Joins page 10
27'
34'
33'
26'
25'
270000
260000
220,000
ConRail
Marsh
Eddy
Rock
Shoal
SPECIAL ANCH 110.1 & 110.55
(See note A)
Fl G 4s 24ft 4M "45"
Rich I
Lord I
FLAGPOLE
Middletown Y. C.
Waterhouse Pond
NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
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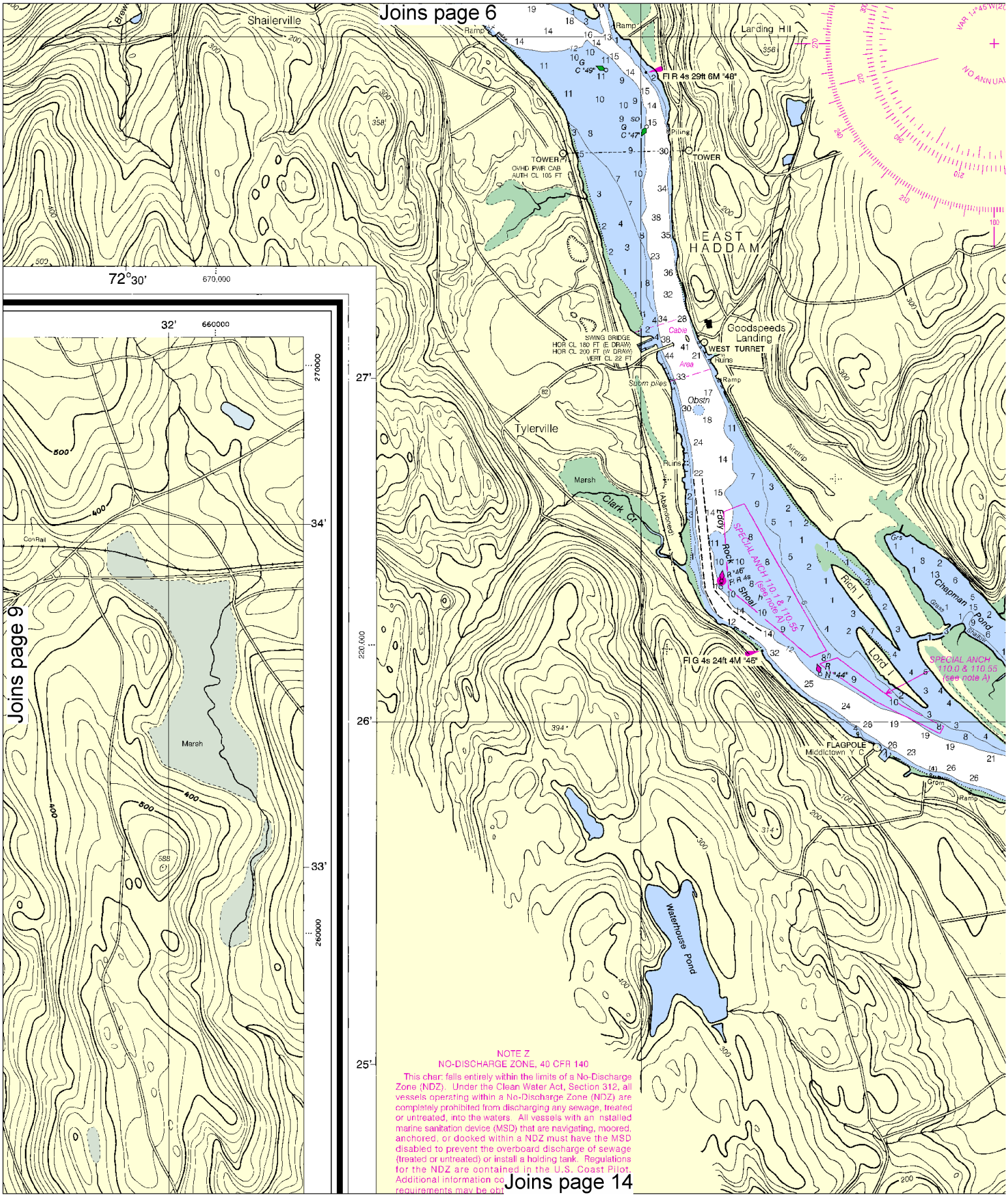
require he Environmental
Joins page 13
Fl R 4s 31ft 8M "70"



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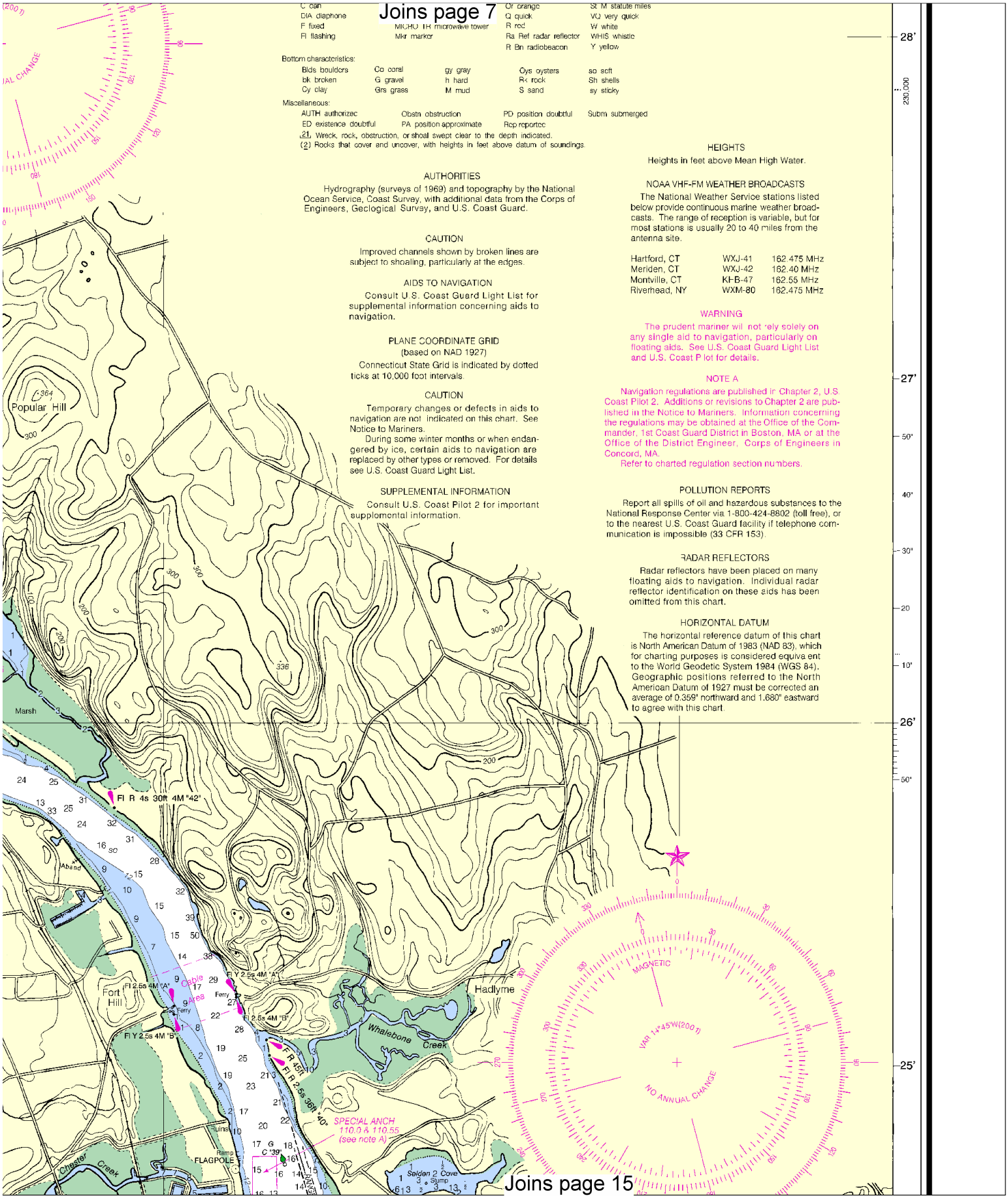
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


C can
DIA diaphone
F fixed
Fl flashing
Joins page 7
MICRO TR microwave tower
Mkr marker
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorizec
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reportec
Subm submerged
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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Refer to charted regulation section numbers.
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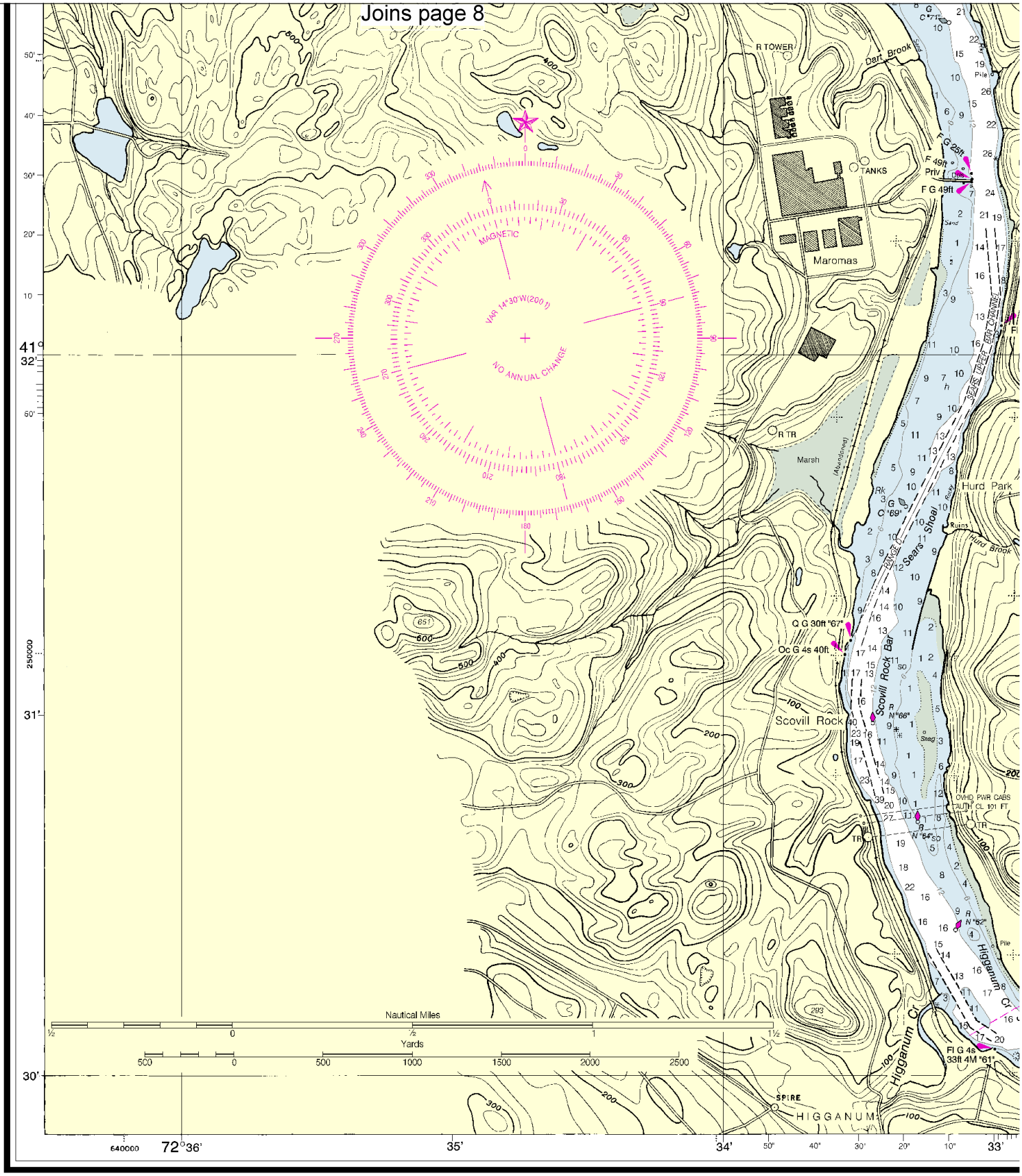
28'
230,000
27'
50"
40"
30"
20
10"
26'
50"
25'
Popular Hill
Marsh
Fl R 4s 30ft 4M "42"
Abandoned
Fl 2.5s 4M "A"
Fl Y 2.5s 4M "A"
Cable Area
Ferry
Fort Hill
Fl Y 2.5s 4M "B"
Fl 2.5s 4M "B"
Fl R 4s
Fl R 2.5s 36ft "40"
SPECIAL ANCH
110.0 & 110.55
(see note A)
Whalebone Creek
Hadlyme
Ruins
Ramp
FLAGPOLE
Chester Creek
Selden 2 Cove
Stump
Joins page 15
MAGNETIC
VAR 14°45'W(2007)
NO ANNUAL CHANGE



14th Ed., Jan. 13/01 ■

12377

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDING

12

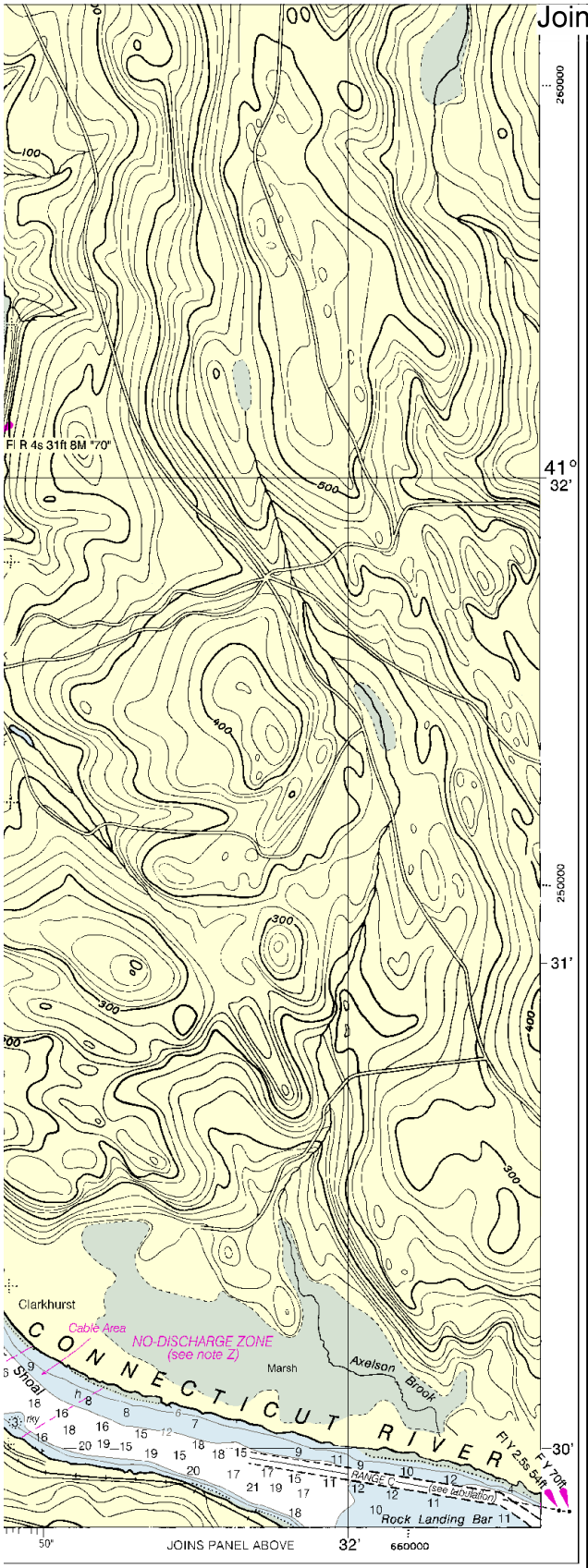
North

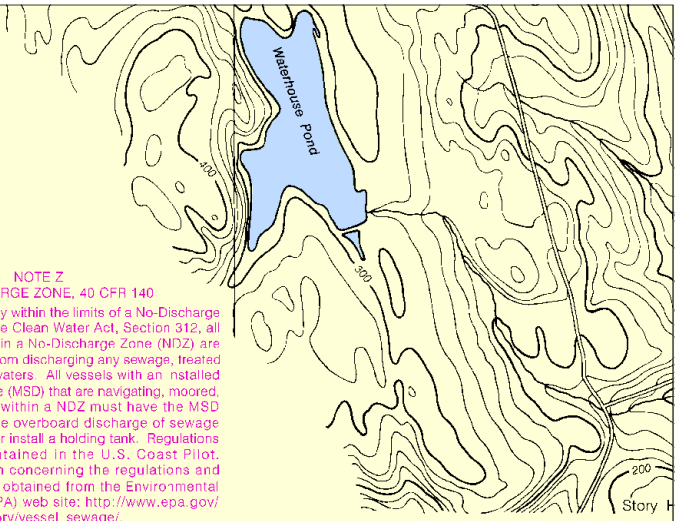
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 9





NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This char: falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

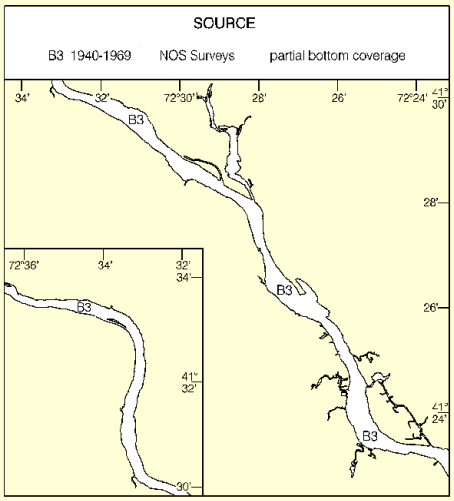
CONNECTICUT RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005 AND SURVEYS TO NOV 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BROCKWAY BAR CHANNEL	10.4	10.9	11.5	3-99	150	0.4	15
POTASH BAR CHANNEL	10.9	11.1	11.1	3-99	150	0.4	15
EDDY ROCK SHOAL CHANNEL	13.2	12.1	12.0	3-99	200-150	0.4	15
WARNERS QUARRY BAR CHANNEL	13.6	12.6	11.9	3-02	200-150	0.5	15
HADDAM ISLAND BAR CHANNEL	15.5	14.5	10.4	3-02	150	0.3	15
ROCK LANDING BAR CHANNEL	10.0	9.6	9.6	11-04	150	0.5	16
HIGGANUM CREEK SHOAL CHANNEL	11.7	10.8	10.4	11-04	150	0.3	16
SCOVILL ROCK BAR CHANNEL	10.3	11.1	11.7	3-02	150	0.4	15
SEARS SHOAL CHANNEL	6.7	10.2	10.9	3-02	150	0.5	16
SEARS UPPER BAR CHANNEL	12.7	12.9	13.5	12-97, 3-02	150	0.5	15
COBALT SHOAL CHANNEL	16.3	13.8	5.2	3-02	150	0.9	15
PAPER ROCK SHOAL CHANNEL	12.5	12.7	11.9	3-02	150	0.5	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



Joins page 14

GS IN FEET

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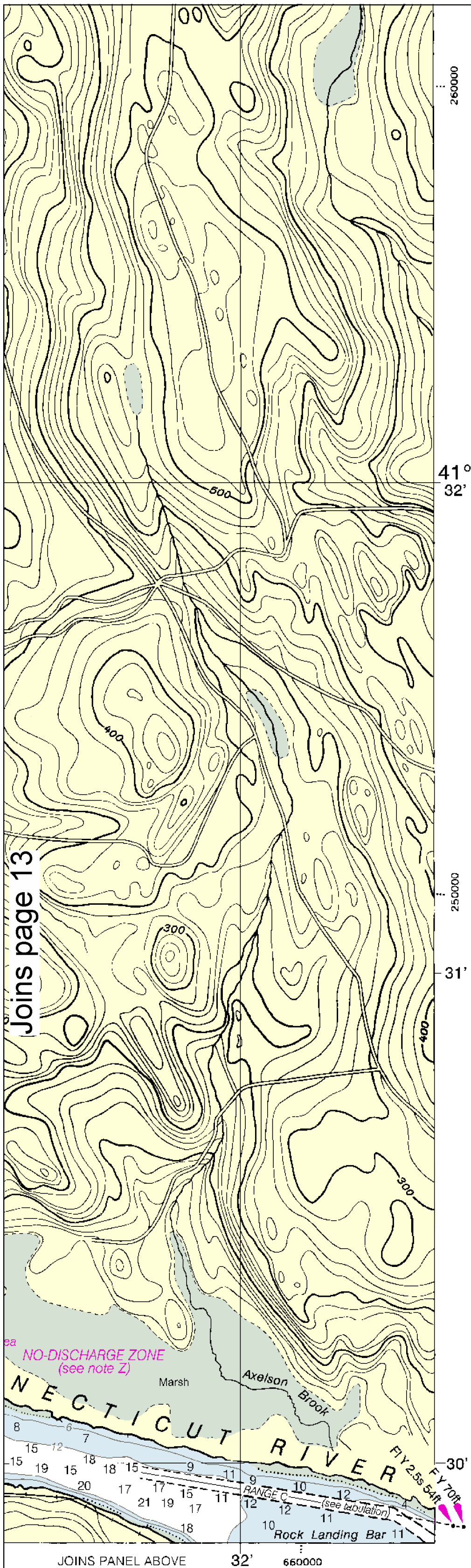
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



Joins page 10

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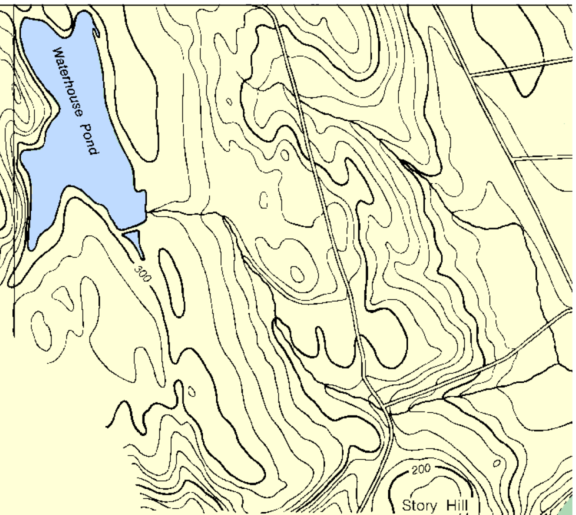

CONNECTICUT RIVER CHANNEL DEPTHS

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CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
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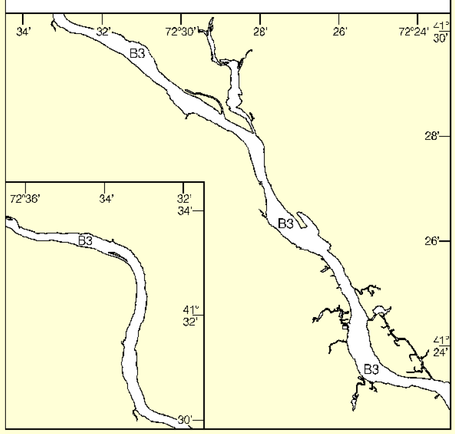
SOURCE

B3 1940-1969 NOS Surveys partial bottom coverage



29' 28' 680,000 27'

FEET

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

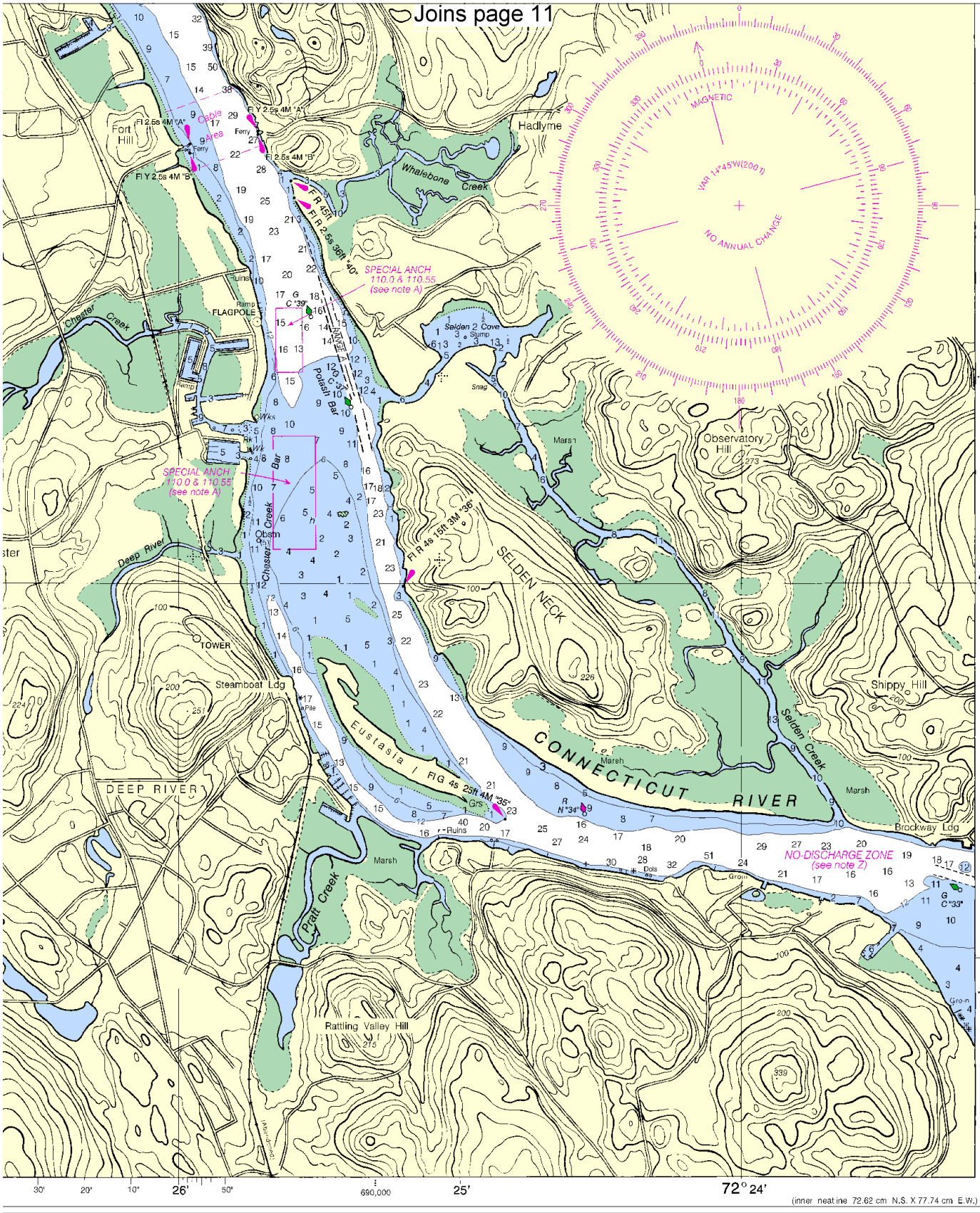
FATHOMS / FEET / METERS

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Conn. River, Deep River to Bodkin Rock

SOUNDINGS IN FEET - SCALE 1:20,000

12377

ED NO 14

NSN 7642014010397

NIMA REFERENCE NO 12XHA12377

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group MSO LI Sound – 203-468-4404
Coast Guard New London – 860-442-4471
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.